

## THE POWER OF THE WHEEL.

200,000 Riders  
in Greater New  
York To-day.

Forty-two Million Dol-  
lars Invested in the  
Bicycle Business  
Here.

WHEELMEN ARE  
POLITICAL FACTORS.

Members of the L. A. W. Are All  
Over 21 and Voters, Which  
Makes Them Important.

In the Fall of 1888 there appeared in one of the leading bicycle salesrooms of New York a wheel that excited an equal amount of curiosity in the ranks of the riders of the high wheel, or ordinary. It was an English model of the safety, with 80-inch wheels, solid tires and a frame of the "boneshaker" variety.

In 1889 the American manufacturers succumbed to the demand for the low wheel, and for two years the struggle for supremacy between the high and low wheels engaged the attention of the cycling fraternity. It was an unequal fight, however, and in 1892, upon the introduction of the cushion tires the ordinary were relegated to the attic, or sold at second-hand dealers at a heavy discount. The name of cycling enjoyment was reached in 1893, when pneumatic tires were placed upon the market.

From that time the advance of the sport was rapid. The number of riders within the boundaries of what is now Greater New York was estimated at about 10,000 in 1891, of which number about fifty were women, who, mounted upon the old solid-tired wheels, braved the storm of adverse criticism and ridicule and prayed for the emancipation of short skirts and bloomers that have attended the progress of the up-to-date woman.

To-day the number of riders in Greater New York is estimated at 200,000, of which one-third are women, while there are at least two hundred bicycle dealers, and about two hundred more handle wheels as a side line. The approximate value of the wheels ridden in the city will aggregate at least \$12,000,000, and the trade \$30,000,000 more. At first glance this will appear to be a very liberal estimate, but when the reader takes into consideration the fact that there are 107 makes of wheels advertised in a bicycle weekly, all of which have one, and some several agents in Greater New York, the figures will not appear overdrawn.

That the business has gone beyond the stage of a passing caprice and is firmly rooted among the leading industries of the country is evidenced by the high standing and business solidity of the firms handling bicycles. But a few years ago the wheels were handled almost exclusively by bicycle dealers, while now you see wheels in the windows of hardware stores, furniture concerns, and even in the windows of the leading jewellers are displayed gold and silver-mounted bicycles, some even going so far as to set the name in jewels upon the handle-bar.

Naturally, such a number of riders, with interests in common, led to the formation of numerous clubs and cycling organizations, the head of which is the League of American Wheelmen. The objects of this organization have been protective, but the recent formation of sub-constitutes, whose boundaries are the same as those of the thirty-five Assembly districts, would indicate that the League will endeavor to attain its ends through the influence of its votes, and the votes it controls.

At a recent meeting of the L. A. W. Consulate in New York arrangements were made looking to the holding in the near future of a mass meeting of members of the L. A. W. to complete the organization of the sub-constitutes and formulate plans for the campaign.

Aside from the passage of the Armstrong Baggage bill, which in itself had a broad significance, the following instance will serve to illustrate:

Mr. Charles B. Page was elected from the Seventeenth Senatorial District by a majority of twenty-three votes. There is one block in the Seventeenth in which there are forty houses. Seventy-five of the occupants of these houses ride wheels; four-fifths of the riders are men, and three-fifths are members of the League of American Wheelmen.

In view of these facts, it is not difficult to understand Mr. Page's reason for voting for the Baggage bill, or, in fact, any bill that is championed by the wheelmen.

Another fact that must be taken into consideration is that all members of the League are over twenty-one years old and are voters. The great army of unconnected riders are almost to a unit in favor of anything that will tend to give to riders the rights that the L. A. W. is fighting for. Then there are the women, who constitute one-third of all the riders. While they have no vote, their influence in politics, as in anything else they undertake, is a great factor. Their brothers or fathers, while they may not be cyclists, are susceptible to their wiles, and was to the aspiring candidate who is unfortunate enough to incur their displeasure.

At the banquet tendered Assemblyman Armstrong, the father of the now famous Baggage bill, there were a number of the city's dignitaries, who pledged the health of the L. A. W., and showed that they were not unaware of the far-reaching influence of the wheelman's vote.

**BICYCLE'S MORAL FORCE.**

Its Growing Popularity in Reform and Religious Organizations.

Nothing could be more significant of the phenomenal growth of cycling than its invasion into the ranks of many large and prominent organizations.

The League of American Wheelmen, is naturally the official organization of the wheelmen and wheelwomen of the United

States, yet so great is the interest in the pastime that small, congenial social cycling clubs are now being formed in nearly every great organization in the country.

The first instigator of this peculiar feature of the merry, all-persuasive wheel came, like Lochinvar, out of the West, and was to the effect that a progressive and up-to-date Y. M. C. A. had formed a social cycling club, composed exclusively of its own members. This idea was promptly followed by the W. C. T. U., again in the West, and these pioneers in the field have been followed by others until the indications at present are that ere the Summer wanes these clubs within clubs are to be numerous and popular.

The rationale of this movement is evident. The cohesive force of all the work characterizing the W. C. T. U., the Y. M. C. A., the Christian Endeavorers, the Y. W. C. A. and similar organizations is greatly assisted by a community of recreation as well as of serious purpose. The human race was intended for happiness, and very likely the millennium will see every one a wheel. The "bicycle tea" of the Michaux Club was a benefit for a popular charity, and another club will soon give a bicycle picnic for a public institution.

No organizations in the country have hailed the bicycle with greater delight than the temperance people, who saw in it a powerful ally, for the bicycle and drink are antagonistic by nature. Thus it is that the cycling clubs of the W. C. T. U., the King's Daughters, the Y. M. C. A. and others combine with their social and out-living an active campaign of their work. The Summer Chautauques and Summer Schools of Science are destined to much of this novel and elevated influence of the bicycle. The Christian Endeavor Cycling Club will give a bicycle lawn party for charity, and the W. C. T. U. Club will give a bicycle meet to raise funds.

Already New York City is taking the lead in work of this nature by the temperance saloon, soon to be opened in the heart of the uptown cycling district, in which the Episcopal Church, the W. C. T. U. and many women's organizations are actively interested. The power of these wheels within wheels cannot yet be accurately estimated, but it is clear at a glance that all of these organizations practically double their working power by adopting the wheel.

MARY C. FRANCIS.

**IN THE DAYS GONE BY.**

First Vice-President Cossum, of the L. A. W., Tells of the Past and Advises for the Future.

How impressive have become the changes that a few years have brought about in the world of cycling. Those of us who may fairly be termed "old timers," cannot but be affected by the modifications in the order of things pertaining to cycling. 'Tis but a short flight backward to the days when wheeling was only enjoyed by those who were supposed to be long of purse and steady of nerve, though in the opinion of our former friends, and, indeed, not a few others, short of brain.

Those were the days when we rode wheels for the sport there was in it, pure and simple, the happy hours of superiority over our fellow man, and the glorious times of bluffs, bugles and blue uniforms. Indeed, I always play the safety rider who does not know of the exhilarating uncertainty of a ride on a high wheel.

We were most of us young then. The steady man of years and gray hairs had serious doubts of the usefulness of the thing, and had positive assurance that it would certainly "throw 'im down" if he touched it, so he discreetly let it alone. It is, nevertheless, with much pleasure that we recall those days when to meet a wheelman was to greet him. 'Twas not impertinent to hold him up on the road with the customary salutation of the good old New Englander, "Where are you from?" and to forthwith offer points as to roads, routes and riders, was quite in order. And you took him in at your club, and at your home, even, as a matter of course. Sociability, good fellowship and cordiality were the ties that bound us.

True it is that we were to a considerable extent on show in the days gone by. Whether it was the advent of "Big Four" tourists or a club run, the neighbors far and near did congregate to see us go by, perhaps the envious among them watching for a tumble or two, for the old "ordinary" was frisky at times.

All this is past and gone. The masses wheel for business nowadays—to save car-fare, and to go home to lunch. The clergy and the drummer, the doctor and the plumber, all find that the wheel is no longer a toy and a tad for pleasure. It has its uses and its abuses.

The very conditions of things to-day are presenting problems, and serious ones, too, growing out of this unprecedented adaptation of a plaything for the idler into a necessity for the man of business.

It is probably impossible to enumerate how far reaching the use of the wheel has become. It has made many and serious inroads upon the revenue and income from more than one branch of business. The liveries, the feedmen, the city transportation companies have all realized that they have been hurt somehow, somewhere.

The introduction of the wheel into our daily life has revolutionized many things. In large cities it will soon be a question of what to do with business wheels during business hours. Already in Western cities the lessors of large buildings are raising objection to wheels. It will not be possible much longer to continue to provide free storage in office buildings. The problem of how to handle them cannot be thrust aside much longer.

New York City is soon to have several smooth and rideable avenues from the Harlem to the Bay. It will not be very long before there will be a great cry for municipal regulation as to the coming and going of the wheel. The cyclist is likely to be first heard from, as amid the crowded traffic of the lower city the business wheelman is sure to be in daily trouble. The Broadway squad will have to be converted into a corps of cycle cops.

I am afraid that we have grown to be so selfish in our demands and wants as wheelmen that many cyclists will expect and urge recognition of rights to the utter exclusion and total disregard of the interests of others. I sincerely hope that we are not approaching the day when the appellation "road hog" will come back to us with something of a boomerang effect. 'Tis well to be aggressive to obtain due recognition, and to obtain that which of right belongs to us, but let us not, in the unfolding of the power which we possess, become too self-assertive. Too much political power means destruction.

It behooves the L. A. W., the local organizations, the clubs and the individual wheelman to see to it that the business end and aim of wheeling is sustained by the stamp of approval of public opinion, by so regulating our actions and shaping our demands that it will appear that we have retained some of the old-time spirit of forbearance, good will and appreciation of the rights of all.

CHARLES F. COSSUM,  
First Vice-President L. A. W.

## Wise Buyers Buy White Flyers.

### BARNES BICYCLES ARE WHITE.

They are the Most EXPENSIVE in the World to BUILD.  
The Most SATISFACTORY in the World to RIDE.



E. C. BALD, the Barnes White Flyer  
Champion of the World.

Write for Catalogue.

THE BARNES CYCLE COMPANY, Syracuse, N. Y.  
ELMWOOD CYCLE CO., Agents, New York and Brooklyn.

57 PARK PLACE, NEW YORK.

# THE TRIBUNE BICYCLE

Is the Wheel with the  
**CYCLOIDAL SPROCKET.**

This principle is acknowledged to be the only one which reduces chain friction to a minimum.

Absolute accuracy in the details of construction is the cardinal feature of the Tribune Wheel.

AGENCIES:

316 Broadway, Eighth Ave., corner 59th St.      1353 Fifth Ave., 1146 Bedford Ave., Brooklyn.

It is its own Doctor.

**IT POINTS TO THE BALM IN THE Self-Healing Tire.**

More Tidy Talk About The Self-Healing Tire.

Dick S. Ramsey, President.  
Hon. Charles A. Schlerer, Vice-President.  
Thomas Keck, Second Vice-President.  
Charles W. A. Schlerer, Secretary.

The Hide and Leather National Bank  
of New York.  
Capital, \$500,000. Surplus, \$50,000.  
April 16, 1896.

The Self-Healing Pneum. Tire Co.  
Gentlemen: Have given the new tires a thorough trial, and to say that they are all you claim them to be is to put it mildly. The shaping of your inner lining sets a wheel high off the ground, preventing flat or rim riding, which is just as many wheels. They are the most resilient and therefore most comfortable tire made. The fact of no fear as to a puncture is in itself worth the price. In fact, they are simply marvellous. To use them once means to discard all others. No up-to-date cyclist can afford to be without a pair of these tires. They revolutionize bicycling.

Yours very truly,  
CLARENCE FOOTE.

These tires have already been adopted for High-wheelers by the Olympic Cycle Mfg. Co. and others.

SEND FOR DETAILS.  
S. F. MYERS & CO., W. H. CAHN,  
Distributors, General Managers,  
Myers Building, 48 & 50 Maiden Lane,  
NEW YORK. NEW YORK.



EQUAL TO ANY WHEEL MADE.

LIST PRICE \$100.

SPOT CASH PRICE \$59.

When you give \$100.00 for a bicycle you throw away \$41.00.

and often get an inferior wheel. We don't claim that our wheel is the best on earth, but we do claim that our wheel is as good as any \$100.00 wheel on the market.

In the making of a Defender Cycle every part comprising the wheel is thoroughly and carefully tested by competent experts before it is pronounced fit for use. This thorough testing makes known the exact strain that every part of a Defender will sustain, and it becomes a matter of certainty that each part of the completed bicycle will perform the service intended. The value of this great care in the making is proved by the fact of the immense sales of our wheels. Our motto has always been a fair profit and a quick sale.

**WE GIVE YOU FOR \$59**

a Bicycle worth \$100.00 when compared with any wheel on the market. If you pay us a visit we will prove to you every word we say. We guarantee every Defender Wheel for one year from date of sale.

**DEFENDER CYCLE CO.,**  
20 MAIDEN LANE.

SIT ON YOUR WHEEL RIGHT.



You can only do it if your bicycle is fitted with the

**DEFENDER SADDLE,**

Made for a purpose, namely:

**EASY RIDING AND NO CHAFING.**

FITS ANY WHEEL. MEDICAL EXPERTS AND EXPERIENCED RIDERS PRONOUNCE IT THE NEAREST APPROXIMATION OF SADDLE CONSTRUCTION.

FULL DESCRIPTION BY MAIL.

**DEFENDER CYCLE COMPANY,**  
20 MAIDEN LANE, NEW YORK.

**Clean Your Bicycles**

WITH  
"Three in One."

Prevents tarnishing and rusting.  
The only Lubricant for Chains and Bearings—never gums.  
G. W. COLE & CO.,  
111 Broadway, New York.

ASK YOUR DEALER FOR IT.

**ALUMINUM BICYCLES.**

N. F. NELSON, Sole Uptown Agent,  
FIFTH AVE., Cor. 42d St.

(Solely for Ladies)  
No joints. No rust. No enamel. No tire. Frames one-third stronger than steel. Solid one-piece front and fork. Weights 16 to 22 lbs. Complete.